

INFORMATION REPORT

CD NO.

COUNTRY USSR (Azerbaijani SSR)
 SUBJECT Sumgait Project near Baku

DATE DISTR. 30 AUG 49

NO. OF PAGES 4

PLACE ACQUIRED

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NO. OF ENCLS. 3
 (LISTED BELOW)

DATE OF INFO.

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SUPPLEMENT TO REPORT NO.

*810
506*

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1. The Sumgait project is designed to create a large industrial city with numerous heavy industry and chemical plants in a heretofore underdeveloped area. Sumgait, thirty kilometers north of Baku on the Baku-Makhachkala railroad line, is located on the coast of the Caspian Sea at the point where the coast juts out to the east. The station here is not called Sumgait. The present built-up area begins about 100 meters from the coast and extends southward for approximately 3.5 kilometers. The various plants here are between 2 and 2.5 kilometers east of the double-track Baku-Makhachkala line. Only the Caspian Sea to the north prevents unlimited expansion of the project in all directions.

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2. The construction of the Sumgait project is directed by the great Baku construction trust, "Zaprom-Stroi", which controls the director in Sumgait and the "machalniki" in charge of the various shops there. The steel construction work is being done by a Rostov firm, but it is directed by the Baku trust.

3. Approximately 3,000 men are employed in the development of the Sumgait area. The German and Hungarian PWs originally working there have gradually been replaced by Russian prisoners (forced labor); and, since the liquidation of PW Camp No. 7328/1, all construction work has been done by Soviet prisoners. The work has been hindered by the fact that the appropriate official agencies (MVD ?) have supplied fewer prisoners than were requested for the project. Most of the work is performed in one shift, but welding work on the large iron structures is carried out on a twenty-four-hour schedule.

4. Even as recently as March 1949 the technical equipment for the project was entirely inadequate, although since 1945 the construction work has been in some measure mechanized. This mechanization is the result of the establishment of the so-called court of construction workshops (the KPP) which, designed to provide a centralized administration for the construction

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work produces or attempts to produce almost everything necessary for the erection of the various plants, such as construction wood, building stone, and structural steel. The KPP also keeps in fairly good repair the large auto depot, which is to be enlarged considerably in the near future. From the size of the KPP, it can be assumed that the Sumgait project is planned on a much larger scale than the present rate of construction would indicate.

5. Despite the KPP, the project, begun in the thirties, progresses very slowly. Originally 500,000 inhabitants were planned for this new city, but to date, it only has a population of 3,000 to 5,000 persons, exclusive of the PWs and Soviet prisoners working there. At present the projected city contains only a large block of dwellings, a small village, and a few comparatively large industrial plants some of which are still under construction.
6. The power station, completed in 1936, is designed to provide electricity for all projected enterprises in the area, and the already existing plants have experienced no shortages of current. An electrified wire fence encloses the power station compound, and PWs were systematically kept away from this installation. The 60 x 30 meter building in which the power station is housed is equipped with three short sheet-metal chimneys, and the flue gas is discharged mechanically. The boilers are fired with oil. An electric cable and a steam conduit run between the power station and the nearby chemical factory.
7. Most of the chemical factory apparently was completed before the outbreak of the war. PWs were strictly forbidden to enter even the yards of this plant.
8. The bread factory, built with the aid of PWs, was proclaimed ready for production in October 1947, but in March 1949 production still had not begun.
9. The construction of the KPP, which had scarcely begun when the PWs arrived in Sumgait, is now in its final stages. The following shops had been erected and were in production.

- a. The saw mill, measuring 60 x 30 meters. The mill is equipped with three frame saws.
- b. The wood-drying room.
- c. The carpentry shop, measuring 60 x 12 meters.
- d. The shop for assembling structural steel. In this building, measuring 60 x 20 meters, the structural steel for the new buildings in the tube rolling mill is so far finished that the transporting of it to the construction site can be accomplished with a minimum of difficulty. The first stage of the riveting and welding work is done here.
- e. The cement stone shop and the cement warehouse. Here are conveying bands and inclined lifts.
- f. Cement mixing shop.
- g. Bitumen mixing shop.
- h. Three warehouses for saw materials. By these runs a railway spur.
- i. Three administration buildings.

10. An aluminum foundry has also been erected; but, it was equipped only with a large boiler and was being used as an auto repair shop. The two auto repair shops, housed in temporary buildings, could no longer perform the necessary work satisfactorily. However, in April or May 1949, all these small auto repair shops should have been moved into the newly constructed building in the western part of the yard.

11. In March 1949, the technical equipment of the KPP workshops was still very

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primitive, consisting only of temporary and in many cases improvised devices. However, the cement stone shop and the cement mixing shop are equipped with conveying bands. All the structural steel shop has modern auxiliary machines. Also, in the future, modern workbenches are to be set up in the auto repair shops. Nevertheless, the majority of the work is still done by hand, though during [redacted] a considerable degree of mechanization was instituted, and presumably this will be increased in the future. The construction work was delayed by lack of materials only in the first years [redacted]

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12. The Y.P. yard is fenced in, but there was no real plant guard other than the Soviet soldiers who superintended the PWs.
 13. As the tube rolling mill, the so-called BTZ, "Bakinski Trub Zavod", only the building in which the mechanical workshops are housed was completed at the time of the arrival of the PWs. Since then the PWs have built a foundry, a boiler forge, a mould-making shop, and some administrative buildings and warehouses. In March 1949 only the steel framework had been completed on the open hearth plant and the other nearby shop being built by the Soviet prisoners. Another small building was also still under construction. The actual tube rolling mill, still in the planning stage, is to be built by the Soviet prisoners after the open hearth plant is completed. Originally this mill was to be 1200 meters long, but now the proposed length has been reduced to 800 meters. The great open area south of the mill will probably be built up later with other shops for the plant.
 14. [redacted] the technical equipment in the BTZ [redacted] completely modern. It has all been set up in the last few years. Both the foundry and the mechanical workshops work according to the progressive method of manufacturing. The foundry, housed in a building measuring 180 x 40 meters, had very modern crane installations. For the gray iron castings produced in the foundry there are three melting ovens, two with a capacity of five tons each and one with a capacity of three tons. Only the small melting oven is really in use, though the two larger ones are also capable of production. The moulding room attached to the foundry has a special dressing machine for moulding sand and a sand blower.
 15. The BTZ mechanical workshop, measuring 180 x 40 meters, is also completely ready for production. It is equipped with the following new workbenches: one large American central boring machine; one large American planing machine; two large Canadian scrubbing benches; and approximately forty or fifty smaller Soviet machines produced by a firm in Tbilisi. Only a third of the latter are in production, and, according to German PWs working there, scarcely one is fit for anything. The machines not in production appeared to source to be new and solidly constructed. The small forge in the mechanical workshop has a modern compressed air hammer.
 16. The large modern crane, erected just west of the foundry and the mechanical workshop, brings raw materials from the railroad to the foundry and carries the castings from the foundry to the mechanical workshop. Raw material for the foundry is received in the form of bars and scrap iron.
 17. The boiler forge, measuring 60 x 30 meters, is also in production, though [redacted] its output was used only for the construction of the project. At the same time the mould maker's shop, housed in a small building measuring 30 x 8 meters, was filling only short term orders (Zwischenaufträgen). The plant, which receives its electricity from the nearby power station, has its own transformer.
 18. In March 1949, the production of the BTZ was limited to grates and similar goods made from gray iron castings. Most of the plant was devoted to producing goods for the construction project. Among others, rollers for conveying bands were made here. Small orders for other firms were also filled. The actual production planned for the plant can begin only when
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the open hearth plant and the tube rolling mill are completed. [redacted]
[redacted] this will take years unless the construction work is accelerated.

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19 The PTZ plant is not really guarded. There is an armed guard only in front of the mechanical workshop.

20 Widely scattered over the area are several oil derricks, which suddenly sprang up in 1948, apparently indicating that oil has been found there.

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21 The small village [redacted] houses most of the project's employees. In addition, there is a new block of dwellings, 200 meters long. Apparently a larger settlement is planned there, for an extensive area in front of this block of dwellings has already been levelled. The German and Hungarian PWs were housed in Camp No. 7328/1, which is now used for Russian prisoners.

22 Numerous railroad spurs run through the area. The power station has a special spur, as does the chemical factory; the latter was built in 1947 by PWs. Both the construction work shops and the tube rolling mill are provided with several spurs. Here run several oil-burning steam locomotives which do the necessary shunting for the construction work. These railroad spurs are all connected with the main Baku-Makhachkala railroad line, on which there is a small station for the project. The double track there carries [redacted] very heavy traffic.

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